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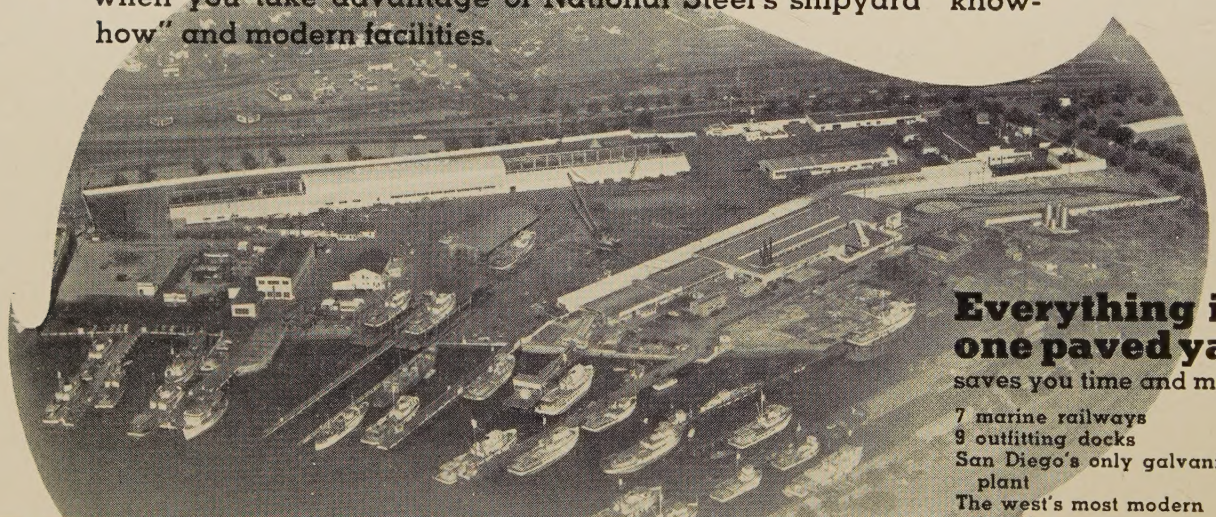

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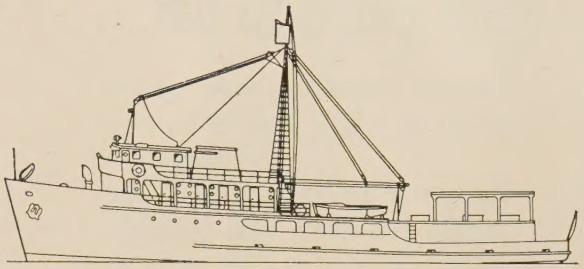

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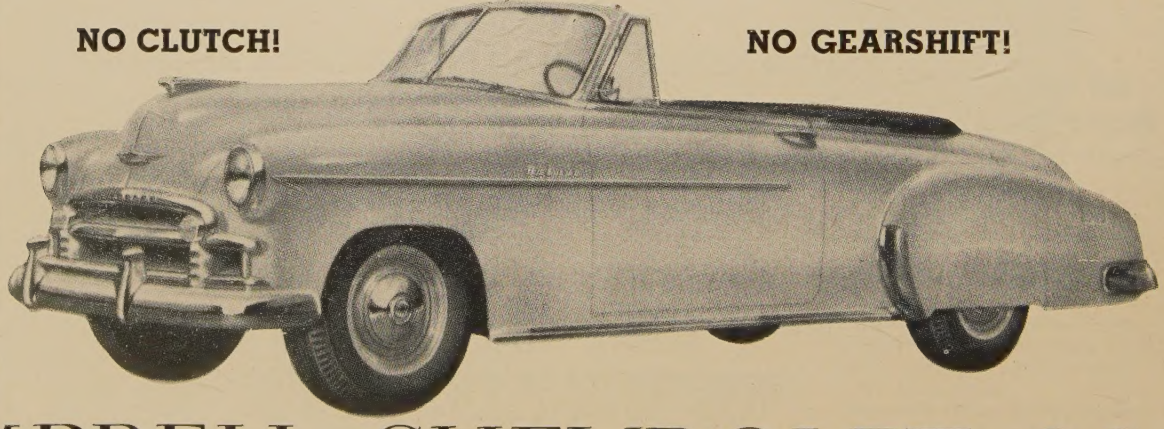

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PAN-AMERICAN *fisherman*

NEWSmagazine of PAN-AMERICAN FISHERIES combined with the magazine TUNAfisherman

MAIN OFFICE
205 Broadway Pier Bldg.
San Diego, Calif — Phone F-7876

A Journal Published Monthly
Serving the Pan-American Fisheries

A Marine Press Publication

President.....Cosimo A. Cutri
Publisher.....John T. McInnis
Editor-in-Chief.....John Springer
Executive Editor.....Seymour E. Francis
Advertising Director.....Don C. Cartwright

Volume 4 Number 7

TABLE OF CONTENTS

EDITORIAL 4
THE GLOBE 5
PRESS-O-GRAMS 7
MEN AND MACHINERY 8
EBB'N FLOW 10
SILHOUETTE 11
MEXICO! 13
SCIENCE 15
MILADY 16
SAN DIEGO OBSERVER 18
GOLDEN GATE 20
TERMINAL TIDINGS 22
ADVERTISER'S INDEX 27

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The magazine PAN-AMERICAN Fisherman, combined with TUNA Fisherman, is published monthly in Calif. Editorial and executive offices are at 205 Broadway Pier Building, San Diego, California. Radio-telephone identification, "PANAMAG." Telephone FRANKLIN 7876. Subscription, U. S. and Poss., 1 year $3.00, 2 years $5.00, 3 years $7.00 and single copies 35c. Entered as 2nd class matter, February 19, 1948, at the Post Office at San Diego, Calif., under the Act of March 3rd, 1879.

THE COVER

Dean Kennedy, noted Southern California artist, puts the final touches on one of his marine canvases. This picture was only recently finished, and is on display at Kennedy's display room at his country home, Nojava Rancho. Photo by John P. Cooper.

ABOUT THIS ISSUE:

THE December, 1949, issue of *Pan-American Fisherman* carried a little message which, after poring over the year's maze of articles and news, recalled some interesting moments. That excerpt could be used today, as the publication goes into its third year. It read: "Last month marked a milestone in the existence of the magazine, *Tuna Fisherman*, (now, of course, *Pan-American Fisherman*). The publication, in fact, was exactly one year old, and, like any growing infant, it experienced a myriad of disappointments and miseries, despairs and joys. It stubbed its toes, got burned and stung; it made plenty of mistakes, but, withal, it managed to survive and to become reasonably healthy. The dope behind this, of course, is precisely the same as that involving the development of any embryo. It had friends; strong friends who were interested enough to aid in its struggles; people who were wise to its problems; in a word, commercial fishing people. And, like any infant who early feels a gratitude toward its parents, so it is with the magazine. Its guardians and friends . . . will not soon be forgotten."

Certainly the excerpt could be used today! At this date, more so perhaps than at any other time in its short history, the publication has reason to feel gratitude. Although *Pan-American Fisherman* has outdistanced another milestone, the second year had its troubles, too. Indeed, they seemed multiplied, however, such probably was not the case. Actually, with advertising space increasing and the page content going up, these troubles were no more than could have been expected. But, like last year, there was always some friend willing to put a shoulder to the wheel. To these friends we say simply, thanks. It is to you that the magazine owes its rather startling growth.

•

We have Stuart Alton with us again this month, and you'll find his story on the San Diego, California, firm of Drake and Bullen more than interest-holding. The first part of his yarn which appears in this issue, tells very little about either Mr. Drake or Mr. Bullen. However, the second installment will explain pretty conclusively just what make these gentlemen tick. In this first piece, appearing on page 8, Alton apparently was a bit carried away by one of the firm's products, "Navicote." According to him, the organization has been distributing this outstanding product for several years, but only recently has it made a test case involving the hot application of the plastic. The *Sea Magic* was the boat tested, and now is out to sea. There should be some spicy waterfront comment when she returns as, like Joe Machado's recent test of the Hiller 360 helicopter, (which also was a test case), the unknown quantity is still evident, so far as tuna clippers are concerned. The paint was developed by a former navy researcher, Arthur E. Burns who, in point of fact, got a citation slap on the back from Uncle Sam for his work in this field while at Mare Island, California. According to Alton's version, the Japanese were quite annoyed, and no little mystified, at the ease with which our warships avoided marine fouling. The answer, of course, was "Navicote," a hot plastic paint that wears thin so slowly that it affords no grip (or at least very little grip), for marine growths. Hope you like the article.

•

SAN DIEGO, California's Marlin Inn hotel has quite a background, and is one of the favorite stamping grounds of *Marine Press Association's* Bob Lawson. In fact, Lawson, when in San Diego, spends much of his time out there. It's also a favorite hangout for commercial fishermen, as well as luminaries of both radio and motion pictures, when they are in town. Bob's got an interesting story of this place on page 11 which tells a lot about a place that is, to say the least, colorful.

—*John Springer.*

EDITORIAL

The FOA Report: *Encouraging*

Last year's harvests in the Northern Hemisphere apparently have turned the tide against desperate food shortages that plagued the world after the war. That conclusion is drawn by the Food and Agriculture Organization in its new book-size report on the world food situation, *State of Food and Agriculture 1949*, prepared by FAO Director-General N. E. Dodd and his staff for the consideration of delegates to the Fifth Session of the FAO Annual Conference convening in Washington 21 November.

The report emphasizes, however, the gap between living standards of rich countries and poor countries. The trend over the last decade has been that the well fed of ten years ago are better off than before, and the poorly fed, for the most part, worse off. The report puts a finger on two basic issues that have emerged to challenge governments in their fight against poverty and malnutrition. One is the clear necessity for technical assistance to underdeveloped countries where the supply of material equipment and technical know-how is inadequate. The other is the need to clear the way for expanded trade in agricultural goods, overcoming currency barriers and production restrictions.

Food production showed great improvement in 1948/49 in every region except Australia and New Zealand, and the supply of food was larger than in the previous year in every major region except North America, where it was already very high. But world population has continued to grow at a rate of about one per cent a year, and the situation appears less satisfactory when the available food is calculated on a per person basis for the whole world.

Everywhere except in the Western Hemisphere, the food available to each person is still less than it was before the war. If living standards are to be raised, the FAO report points out, food supplies must increase faster than population.

To put it into a formula: since population growth (varying according to country) is from one to two and a half per cent a year, food supplies should be increased by at least two to three and a half per cent a year. FAO has seen no evidence that this order of expansion is being carried out. The report reduces its food analysis to the basis of calories the average person of each country consumes daily. Compared with 1947-/48, this calorie level rose appreciably in European countries, North and South African countries, the Near East, and Latin America; and has gone lower in countries of the Far East. The calorie level has also declined somewhat in New Zealand, Canada, and the U.S.A., but these countries, plus Australia, Argentina, Denmark, Eire, Norway, Sweden, and the United Kingdom, now lead all nations as far as the average calorie consumption is concerned. The most significant improvement in Europe has taken place in Germany. Levels of other nutrients roughly parallel that of calories.

Considering farm prices, FAO found that for the world as a whole the postwar boom in farm prosperity tended to level off in the last year. Prices of farm products moved slightly downward in dollar countries and in those European countries experiencing deflation. For instance, by August 1949, prices received by United States farmers were 16 per cent below last year's averages, although prices they paid for things they needed had fallen only three per cent. On the whole, the position of farmers as compared to other parts of the population is still much more favorable in most countries than before the war.

FAO points out that the most insignificant factor in international trade is the massive increase in the share of the United States and Canada in world exports. In the last ten years their share in world food exports has risen from less than one-seventh to about two-fifths of the total. While the rest of the world has become increasingly dependent on these dollar countries for food, their means of paying for it have decreased. The balance of the exchange has become increasingly precarious. Any sudden fall in the dollar earnings of the food deficit countries or in the volume of U. S. gifts and loans might collapse the "card house," bringing food shortage to the deficit countries and a surplus disposal problem to North America. FAO's concern is to find a way to enable North America and other surplus-export countries to maintain present high production, since low levels of consumption elsewhere in the world make clear the need for the greatest possible production of food everywhere.

While trade between dollar and non-dollar areas encounters mounting difficulties, trade within the soft currency area, or non-dollar world, continues to expand. During 1949 the list of trade and payments agreements has lengthened rapidly, until something like 80 per cent of all world trade in food and agricultural products is now covered by such agreements. They are a clumsy, complex system, but probably make possible more trading between countries than would otherwise take place.

Prospects for 1950/51, the FAO report predicts, are that supplies will be better than now and prices will be lower. Surpluses may begin to accumulate in some commodities. The United States and Canada, having completed their roles as emergency helpers, face imminent agricultural surpluses and are already embarked on programs of restricting production. Many other countries have set themselves high production goals, in attempts greatly to raise their output. Their expansion efforts have a partial aim of increasing exports and reducing imports.

Thus some prosperous countries, such as the United States, will be cutting down on output which they cannot sell, while under-fed countries will be cutting down on imports which they need but cannot buy. Added to the main text of *State of Food and Agriculture 1949* is an extensive appendix, giving detailed data on agricultural products, fibers, fisheries and forest products, fertilizers, pesticides, and farm machinery. The *State of Food and Agriculture* annual series is perhaps the most complete annual review the world has of this vital side of affairs.

The *State of Food and Agriculture 1949* is on sale at FAO sales agencies throughout the world at $1.50, and it contains items of interest to every fisherman.

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The GLOBE

An International News
File compiled by
FOREIGN BUREAUS
of
Marine Press Association

Tokyo, Japan.—The average annual production of fish liver oil in Japan amounts to 15 or 16 trillion units, according to a recent report from Japan. The production for the present year could be in the neighborhood of 17 trillion units, but inasmuch as the demand for fish liver oil has fallen off, it is felt that the production will be less than 17 trillion units and probably nearer the average. Production seasons for low potency fish oil, such as that for cod and pollock livers, usually occur from December to March. The production of high potency oil, as obtained from shark and tuna livers, occurs the year round, but varies seasonally in accordance with geographic locations extending from the southern to the northern parts of Japan. Statistics on the production of fish oils are inadequate and often inaccurate, influenced in part by production methods. Fish oil is produced in thousands of small home plants in the many fishing villages which dot the coast of Japan. The Japanese Fisheries Agency estimates a production of 8 thousand metric tons of crude fish oil for the fiscal year ending June 30, 1950.

Reykjavik, Iceland.—From Iceland's standpoint, the country is justified in seeking international agreement on the protection of sea life, according to an article appearing in the newspaper Althydubladid. During the past year, innumerable foreign vessels have engaged in demersal fishing and there are definite signs pointing to overfishing in Icelandic waters. Iceland is particularly concerned because its livelihood is almost entirely derived from the sea, states an American consular report from Reykjavik. It is not unreasonable to assume that perhaps in the near future Iceland may carry its case for the extension of its territorial waters and the protection of sea life to one of United Nations' agencies.

Mexico City.—The convention for the Establishment of an International Commission for the Scientific Investigation of Tuna, was still in the Mexican Senate Foreign Relations Committee but was expected to be reported out of Committee within the very near future, according to a report from the American Embassy in Mexico City. There is no doubt but that the treaty will be ratified during this session of the Mexican Congress which will adjourn prior to the convening in January of the United States Congress.

Oslo, Norway.—A herring trawl made of nylon gave catches four to five times as large as those with a comparable trawl of cotton, according to Fiskets Gang reporting on tests made by Norwegian fishermen. The trawls were identical in construction and used alternately in the same area. Despite the smaller thread, the nylon trawl had a high breaking strength and was otherwise easy to handle. Tests with nylon lines were made in Lofoten in 1948 but detailed results are not available. Comments were to the effect that they were strong, elastic, supple, and fished well, but splices were apt to fail and they were very slippery when hauling in, especially if there was weight on the line. It was also feared nylon would be costly because of the gear losses experienced by the fishing methods in use. Some fishermen said nylon lines tangled easily, but one said it fished twice as well as other lines. A test of one nylon forerunner in small-whale fishing resulted in 16 whales being taken on one trip. It was reported to be very strong, easy to work, never broke, and withstood wear and tear as well as the usual forerunner.

Oslo, Norway.—The "Kosmos V"—one of the newest and largest additions to Norway's whaling fleet will not operate as a factory ship this season, but will serve as a fuel oil depot, a storage center for whale oil, and the site of a new and interesting sea-going industry. It has a completely equipped factory for the processing of whale beef, and plans to turn tons of fresh meat into 500,000 cans of high-grade meat balls while in Antarctic this winter. This will make possible the utilization of whale beef to an extent never before possible.

Honolulu, T. H.—Long-line catches in Hawaiian waters were good in November. Landings ran heavily to big-eyed tunas, with a few albacore and a considable amount of marlin. On several occasions the vessels caught more fish than could be absorbed by the market. A depressed price of less than fifteen cents a pound resulted. At the end of the month eight vessels with tuna aboard were tied to the dock, awaiting their turn to sell at auction. Each vessel had approximately as much as the auction could handle in a day. There has been no commercial tuna development in the Trust Territory to date. The cannery in American Samoa has not been able to get into operation for lack of raw fish due to difficulties in catching tunas.

Santiago, Chile.—The first Latin American Congress of Marine Biology was held at the Marine Biology station of the Technical University of Federico Santa Maria at Montemar near Valparaiso, Chile, from October 11 to 14, 1949, according to a report from the American Embassy, Santiago, Chile. The purpose of the Congress was to establish and foster relations between similar institutions in the American Republics and to set up a permanent Latin American committee for marine research to encourage all countries to recognize, appreciate, and protect the resources of the sea. It was proposed that the Congress meet periodically, probably every three years, in each of the countries represented at the meeting. Representatives from Argentina, Brazil, Chile, Ecuador, Mexico, Panama, Peru and Uruguay attended.

Berlin, Germany.—During September, the city of Berlin consumed 11,923 metric tons of the 35,525 tons of fish consumed in the German Federal Republic, states a November 30 American Consular Report from Bremen. Second and third largest consumers were the districts of North Rhine-Westphalia with 7,483 tons and Lower Saxony with 4,585 tons, according to statistics from the Fischlenkungshauptstelle. Berlin's fish supply still is being brought in largely by truck although the state railway resumed refrigerated car service for fish between Bremerhaven and Berlin on October 2, 1949.

Holliday
Interlocutor, new program

CHRISTMAS PROGRAM

Hap Holliday of High Seas Tuna Packing Company, and Phil Bertram of Van Camp's, got together something new in the way of programs involving their Voice of the Fisherman broadcast for Christmas. They gave, in fact, the story of the life of St. Peter, who, prior to his ministry, was apparently a very able fisherman. In that this program gained such a wide interest, and, for the fact that we have received so many requests for reprints, it is herein reproduced. Phil, of course, gave the narrative, while Hap acted as interlocutor. Here it is: Hap came in as the carol, Come All Ye Faithful, was being played:

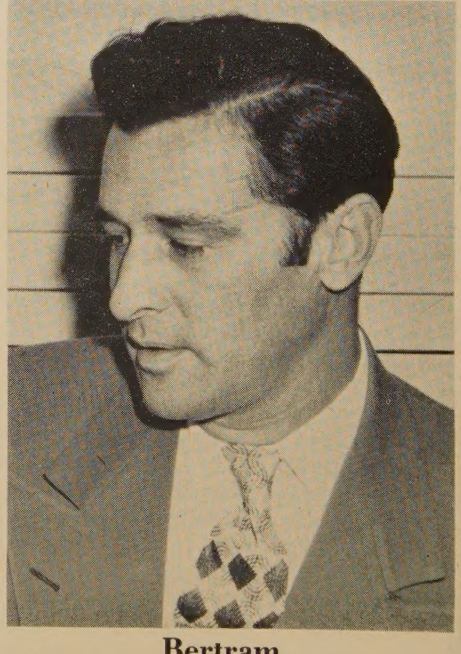
"Come—all ye faithful. Beautiful, isn't it? Merry Christmas, fishermen and families. This is Hap Holliday, and here is your program again.

"We're happy that Christmas day, 1949, has fallen on one of our broadcasts as we have a little story to tell—a story of a fisherman who lived a long time ago. Yes, it's been told before. But seldom, if ever, has it been repeated on the birthday of the most exalted Being in the history of mankind.

"Come—all ye faithful. To some, possibly, this old carol is merely an honored song—a song to be sung, played from phonograph records, and enjoyed in general for its sentimentality during the Christmas Season. Yet to others—such as myself—it has come to represent a credo—its message voices a clarion-like reminder of those many Christian doctrines so frequently neglected in our habitual, everyday routines. Faith assuredly, is one of these tenets—perhaps the most important. And, speaking of faith, I think you may like our broadcast tonight. As I said—it's about a fisherman. This fisherman gave to the world a most remarkable illustration of the term. His faith, in fact, has made him a Saint of the Catholic church, and the beloved of millions in every generation since his death. It's a story told to me recently by Phil Bertram. Where he got his information is no secret. Phil reads a wide variety of literature, including, very obviously, the Bible. In a few moments I'm going to ask him to repeat this story. He's a great admirer of the fisherman in question. That's why you'll find included in his narrative some opinions and assumptions of his own. But that, to me, made his story all the more interesting, as he makes sense without distorting facts. Phil, if you please."

PHIL:

"He was a big man, Hap—this fisherman. Big and strong as the hand-cut masonry of his native Palestine. Although he left no portraits of himself, naturally, modern theologians like to think that he had great black eyes, a prominent nose, a full mouth, and a chest that would have reminded them of yardsticks. Most of the time, he was apparently kind and charitable. But he was also a formidable opponent when sufficiently aroused. This, of course, frequently led him into errors, for which he was usually rebuked by his beloved Master, Jesus. He was possessed, so the records go, of an almost superhuman vitality, and that quality, among others, made him as a rock to the Master, whose work as healer and teacher became so pressing, before his death, that fatigue had damaged his health. Sometimes, as one story goes, when Jesus was dangerously wearied, this fisherman would fling his powerful arms around him, lift him as he would have lifted a child, and roar his way through the clamoring crowds like a runaway freight car. Then, upon discovery of a quiet place, he would minister to Jesus until strength returned once more to this Being whom he loved above all others. Strong? Yes, he was strong. Yet awesome as was his physical might, his faith was even stronger. It was his unswerving faith, in fact, that brought to him immortality—to the position of First Disciple to the Founder of the Christian religion. When and where was he born? Unfortunately, we do not know. Somewhere in the sun-blasted regions of upper Galilee, perhaps. Why did he choose to fish for his livelihood? Because it brought him sustenance—and—before he was called to the ministry by Jesus—because he liked it—possibly. But his was not the day of sleek, racy clippers, of magnetic compasses, of ingenious nets, of mahogany-and-chrome living quarters. The crudest sailboat represented an almost unheard-of luxury to fishermen of his period. Refrigeration? He was lucky if he marketed a single day's catch before it spoiled. He plied his age-old trade from a tiny wooden row-boat, and the fish he caught were peddled from door-to-door in the little villages, such as existed on the Galilean border. Yet, gauged by standards of his generation, he apparently was a skillful fisherman. When he abandoned his trade to follow Jesus, his deep-sea cunning saved the Master's little band of ministers from more than one dreary, foodless day. Had he chosen to continue his fishing, he would have probably become successful. Had he preferred security to the Christian ministry, he would have, moreover, spared himself the physical and spiritual torture that he knew through the years of his missionary wanderings. And, too, he would have



Bertram
Narrator

AMS

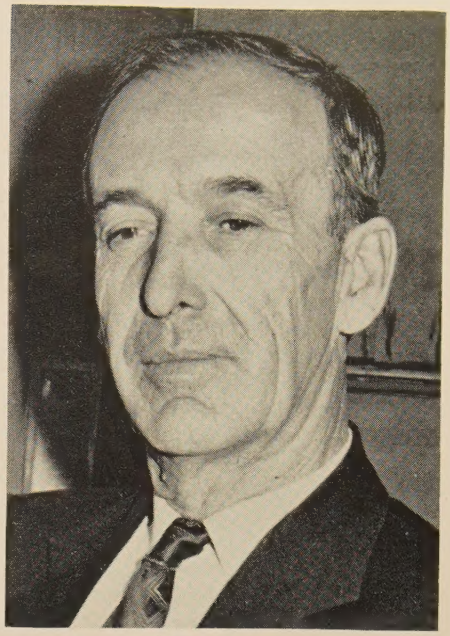
avoided the unspeakable death that was to be his. But this was not his way—the way of his faith—of his hope—of his pathway to eternal life.

"We have time to relate here but a small part of his existence, although examples of his faith, and stories of his life, are legion. Perhaps, however, enough emphasis may be gained in considering a single instance:

"Upon this occasion, he is an elderly man. He is chained like a mad animal to a wall in the foulest prison of Rome. It is a dungeon, and he has been imprisoned because he is considered a political menace. This horror is reserved for what Rome thinks is her worst type of criminal—those who flout the religious authority of her sprawling, pagan empire — particularly those who defy her by believing in God, and in the divinity of Jesus, His Son. The fisherman's body is a cluster of bruises, brought on by clubbings and other forms of mistreatment. His eyes are bright with pain, and his hair is matted and stiff with dried blood. He can barely stand upright—his legs are swollen from fever and malnutrition. But no protest escapes his bearded lips. His companions lament their plight — he looks at them and offers encouragement. Some of them answer him bitterly. He would not need to be here, they sneer. He has a powerful following. This is true. He could recant, and agree to defy the Eagles of Rome no more. But he won't, and Rome is alarmed. This man is dangerous. Her fastidiously-togaed Senators are astounded by the hordes of devotees that he has gleaned from the ranks of both her high and her low. He has converted to Christianity hundreds of thousands, and his followers are growing in numbers daily. Who is this man, they ask themselves—this fanatic who presumes to deny the very divinity of Caesar himself? Is he mad? Lashings and other tortures have failed to mash his spirit. If anything, his faith in this Jesus flames hotter day by day. Very well, since he will not racant, he obviously must be destroyed.

"What could have been the fisherman's thoughts as he sat awaiting death in his rat-infested hell-hole? He had seen visions of the Master twice since the Crucifixion—the second time only lately. The instance had occurred when he was several miles out of Rome—upon his escape from this same dungeon. The Master had been specific in His command — The First Disciple would return to Rome. There was work yet undone. And then he had been caught for the second time. Thoughts? Yes, a man would think of many things at a time such as this. Did he think, as the day of his execution loomed, of his childhood, his parents? Did he criticize —or did he condone the tenor of his ministry? Did he recall tribulations such as hunger—the furnace-like Palestinian summers and cold winters—seasons during which he preached the breadth of his country—without regard for his health, much less to say for his comfort? Did he smile at the old life as a fisherman? Did he mull over the years of furtive wandering, with a Roman price on his black-topped head —now grown so nearly white? Did he marvel again at the healing powers of the Prince of Peace? Did he still find himself astounded by the miracle of the wine and water at the lovely Miriam's wedding in Cana? Did he shudder once more as he re-lived the storm on the Galilean Sea when, terror-stricken that the boat would sink, he saw the Master quiet the vicious squall with a mere gesture? Did he mentally applaud the evangelistic triumphs of his colleague, Paul of Tarsus—who was soon to die for the same reasons that had brought his own doom?

"Did his pain-filled eyes grow softer when he thought of Lazarus, of Martha, and of Mary Magdalene? Did his spirit sadden again when he remembered fragments of conversation which occurred at the Last Supper? Did his anger well forth at the thought of the traitor, Judas Iscariot, and did his breast tighten in fear when, once more, he recalled Jesus' apprehension in the Garden of Gethsemane? And did he agonize again as he had on the day when Jesus climbed the rough path to Calgary, with the splintery Roman cross upon his back? Possibly. Very probable. Yet, I like to think that a large portion of his recollections involved the masses to whom he became a moral, mental, and spiritual liberator. The enslaved, tax-burdened, fear-driven families who never before had known surcease from the arrogant Roman yoke. People whom he had freed of superstition, and to whom he brought the kind of peace and hope that dawn through divine enlightenment. People who had become servile and spiritless, and in whom he had managed to instill a self-respect, a desire for decency, and a will to work toward attainment of the life eternal. Little people, before whom he had stood like the rock that his Master had called him — unshakable, incorruptible, magnificent. And meek people—people who his Master had said shall inherit the earth. All people. Any people. He knew no racial prejudice. Black, brown, yellow, white, it made no difference. If they were people, he wanted them to share his faith.



Inventor

Parris Detamore of Mission Beach, Calif.

"I like to think of one other account of his prison existence, too, an account that spotlights this fisherman's character. It could be a writer's fancy. But I'm inclined to think that it rings much too true for mere speculation. This one concerns his answer to the gibes of a prison guard:

VOICE:

"Ha, Christian, a pretty pass! Will you idiots never learn? Where is your Master now?"

VOICE: (Peter's)

"He is here—in my heart. And it may be that you, too, shall learn one day—before it is too late. Let us pray that it shall be so."

PHIL:

" 'It may be that you, too, shall learn one day—before it is too late.' Faith? Indeed, he possessed more than this cardinal virtue. He was so humble that, when the Roman Centurions took him from his prison to be crucified he had, according to many chronicles, but one last request. He felt, he told his executioners, that he was unworthy of crucifixion in the manner of his Master. Would it be possible for him to die on the cross head downward? It was, and thus he died. Who was he? You've already guessed. He was Simon, later called Peter. His faith, on this day of all days, stands as a burst of sunlight to all who believe, and try to live by the first basic command of the Savior of Mankind, who was born one-thousand, nine-hundred and forty-nine years ago."

(Continued on page 16)

The Drake

An 'Upstart' Three Years Ago, T

A COUPLE of years ago a singularly curious newspaper reporter living in San Diego, California, decided to conduct an investigation, West Coast-wise, of what literature was considered the most lasting, according to library records. From around ten of these institutions, he dredged up the information that, of all things, success biographies and the auto of the variety, were the species getting the steadiest reading. Fiction, of course, also had its place, however, fiction with a modicum of success wrapped in its pages ranked above the June-Moon-And-You reign of mush. Although the news-gathering gentleman possibly is quite unaware of it, and certainly no fiction writer yet has discovered it, there is one gold-plated yarn lying loose in San Diego that could at least hit the magazine sections of the local papers without hurting anybody. That story involves P. F. Bullen and Cecil W. Drake, of Drake and Bullen, ship chandlers, in San Diego, a firm that was started from what peanuts a bank was willing to fork over in May, 1946, and one which will wind up this year with about $500,000 worth of business.

To the average eager business beaver, this somewhat astronomical climb probably would represent a stratum of luck and, as a matter of-fact, there perhaps is a lot of the Old Lady's magic touch concerned. But not all of it, or even half of it. From the time of the organization's inception, indeed, its operation has pinwheeled on the premise that volume and small profit, combined with the stocking of everything under the sun, was the surest way to a tinkling till.

The firm's recent all-out entry into the clipper painting field is a good example. Last month, following a period in which the product was considered a deep, dark secret by the armed forces, Drake and Bullen began distributing hot plastic Navicote, a boat coating manufactured by Hart and Burns, Incorporated, of Riverside, California, under the trade name of Durahart. There's a story behind the product that bears repetition.

When, after slapping down the United States fleet at Pearl Harbor, the Japanese warlords were doing their loudest windbagging, their chief assurance to their people was that our navy was out for the duration, if not for years following. However, by keeping the remainder of our outnumbered warships in almost constant action, the navy was able to stopper the Japanese punches at Midway and Australia. Moreover, as our new fleet came into shape, our naval forces were able to virtually make the Pacific into an American lake. The Japanese could not understand how our fleet could stay at sea indefinitely without sustaining a serious loss of efficiency due to marine fouling.

This knowledge, as it developed, was quite simple. The United States navy had developed a new species of anti-fouling paint, which afforded complete protection against marine growth for two years or more. Fouling, as the result, neither impaired nor restricted the operations or efficiency of the United States warships, even though they remained for months at a time in the most prolific fouling waters of the world, thousands of miles from drydock facilities. On the other hand, the Japanese battle craft, more than often, became heavily fouled and were forced to withdraw from the fight, and to drydock

Test Job

***Sea Magic*, an Avondale-built clipper based at San Diego, California, undergoes the first hot plastic paint job. The big vessel now is at sea.**

ıd Bullen Story

m, in 1949, Hit the Half-Million Mark

frequently. This advantage to the United States fleet, contributed greatly to its victory in the Pacific.

THE secret of this anti-fouling paint, to be sure, was a relatively new discovery, at the time. It was known as S.M., an abbreviation of Soluble Matrix. Currently, S.M. is considered by many engineers as the outstanding development yet made in its particular field, some even going so far as to claim that it has resulted in a complete solution to the marine fouling problem, which has plagued sea-going vessels since the Phoenicians went canoeing.

Unlike many similar discoveries, *S. M.* did not, slowly and painfully, evolve from years of experimentation. It was originally conceived in Mare Island Navy Yard, under the supervision of Arthur E. Burns, Jr., who, at the time, was a research paint chemist of the navy. At present, he is recognized as one of the world's leading marine chemists and, as an example of what the navy thought of his ability, he was awarded a Distinguished Civilian Service citation while stationed at Mare Island. This evidence of his country's appreciation put Burns' contribution to the war effort on a par with the development of radar, and invention of the proximity fuse. But his record in private enterprise extended his abilities even farther.

The Japanese navy whipped and the war over, Burns left the Island and turned to developing practical methods of putting his marine chemical knowledge to work for commercial and private vessels. With the endorsement and backing of L. A. Hart, wealthy young Texas businessman, Burns founded the firm of Hart and Burns, which, in addition to offices in Riverside, California, also maintains a branch in Dallas, Texas. Burns, of course, early established his own research laboratory in Riverside, and the result of these actions is the production and distribution of a new family of protective coatings, under the trade name, as mentioned farther up, of *Durahart.* The marine name of this group is marketed under the cognomen, "Navicote Marine Finishes." This complete line now makes available to all ships the same fouling immunity which enabled our navy to keep its warships waterborne for years without loss of too much time spent in refurbishing. A good example of this recently was seen in the complete painting of the *Sea Magic.* The clipper's entire surface coated with the hot plastic, she took off for the open sea glittering like an old maid's first engagement ring. But more of that later.

Interested

Cecil Drake (in sweater), and "Pete" Bullen (next in line), of Drake and Bullen, San Diego, California, watch as workmen prepare hot plastic before applying.

THE secret of Navicote Copper's complete fouling immunity, according to "Pete" Bullen, is the mixture involving S. M. By its use, an extremely durable paint is obtained that is continuously toxic to all marine fouling throughout the entire life of the coating. Release of the copper toxic is controlled at a steady, uniform rate by the slow solution of the specially designed matrix. Navicote Copper affords a glossy protection against barnacles, hydroids, worm tubes, mollusks, teredos, and other fouling growths in either tropical or temperate waters. The Copper has a hard glasslike surface that offers a minimum of frictional existence. Due to its complete fouling protection, this low frictional existence is maintained throughout the entire life of the paint. The paint is easily applied when hot, demands substantially less time and labor than the average paint in application, and levels remarkably well, according to Bullen. It also is non-toxic to humans, and can be either brushed or sprayed. It dries rapidly and, when applied, has a bright, porcelain-like effect.

(Ed. note: The Drake and Bullen story will be continued in the next issue, including the remainder of the Navicote sequence; the firm's recently-acquired distributorship of Avondale's new Safticraft motorboat, and sketches of the partners.)

EBB 'N FLOW

THE 'QUEEN' AGAIN

Big Load:

The 'rags to riches' story of the *Scarlet Queen* is a vivid tale of misfortunes attending her maiden voyage, that nearly wrecked the largest tuna clipper afloat, only to survive those disasters eventually to make other trips, and finally bring into San Diego the largest single load of tuna ever to be taken in the 80 year history of the tuna fishing industry. The 165-foot *Scarlet Queen* was converted from an Army tug by the Tacoma Boat Building Company, an affilliate of Harbor Boat & Yacht of San Diego, in 1948, and valued at $500,000. Launched that year, she started her first trip into southern fishing waters in the early summer, and wound up on a reef in the Galapagos Island group after some five months at sea and with but few fish in her huge hold. The fish were dumped back into the sea; and only the super-human efforts of her crew made possible the frantic race for Panama Canal docks where sufficient repairs were accomplished to enable her to limp back into San Diego. Fishing along the way, the crew took 360 tons of tuna. With her bottom repaired, she set forth again, in 1949; with a new skipper this time, and returned with 518 tons of tuna in July. But the record, which is likely to stand for some time, was the 620 tons delivered to French Sardine Packing Company in December of 1949. On this eventful trip, the *Scarlet Queen* was skippered by Charles Kaufmann of San Diego and the haul was worth $185,000 to the managing owner, Arne Strom of Harbor Boat & Yacht, and the 17 crew members. Other vessels of the San Diego tuna clipper fleet to report good catches during the early days of December this year were the *Mauritania, Heroic* and *Lucy Elena* with a combined catch of 700 tons of yellowfin and skipjack delivered to local canneries.

STORM CENTERS

Sun Jacket:

But December took its toll of fishing vessels also while raging gales lashed storm tossed seas from the equator to Alaska. First clipper to bite the dust was the $55,000 *Sun Jacket*, formerly fishing for Sun Harbor Packing Company of San Diego, the *Sun Jacket*, skippered by Donald L. Byrd of La Mesa had left in January with Mrs. Byrd and a crew of four to fish for the Colombian government. On her return to San Diego she hit the volcanic rocks of Galapagos, 2500 miles south of San Diego, and broke up rapidly in the night. Skiffs were launched and all members aboard escaped safely. They were picked up some ten hours later and transferred from the *United Victory* motorship to the tuna clipper *Heroic* which delivered them to San Diego.

High Winds:

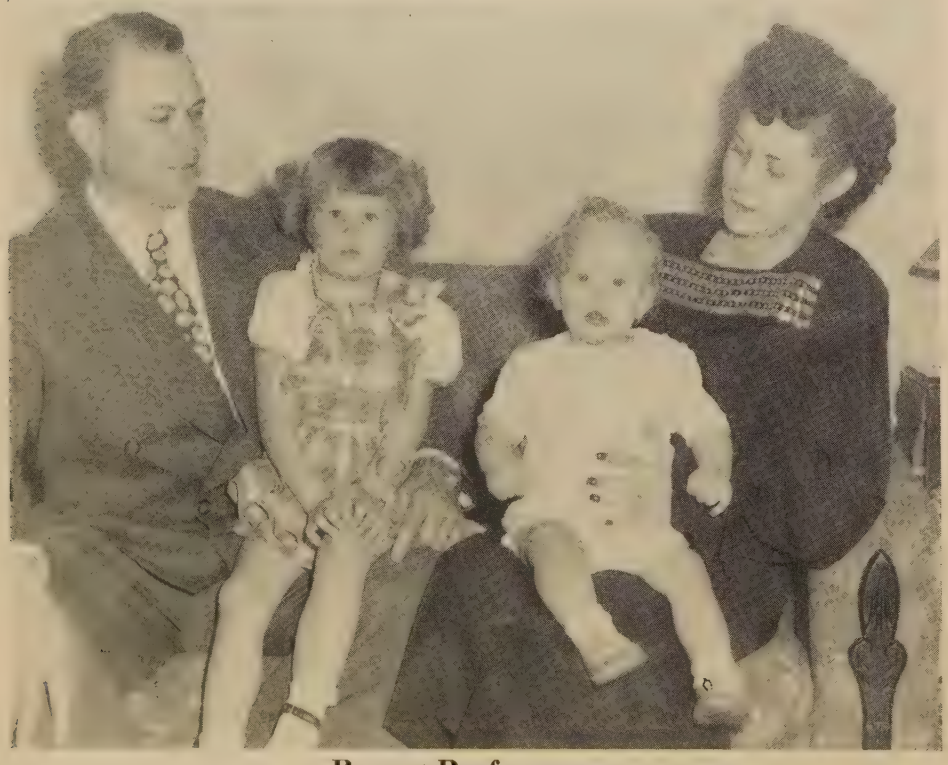
Following the fate of the *Sun Jacket*, came 45 mile winds wading into San Diego harbor and bucking small craft near the Embarcadero like cockle-shells. The *Last Chance*, a 35-foot craft owned by H. L. Seymour of San Diego, was driven with dragging anchor into the piling and sank with bursting seams that night. Many other small craft dragged anchor and whipped about the bay. The following day the 50-foot purse seiner *King Philip* hit the beach near Oak Grove where she was driven by the winds. And simultaneously the *Westward*, a 36-foot vessel, went aground, and later the San Francisco purse seiner *MacArthur* signaled distress with a net wrapped in her propeller. The *Westward* was refloated successfully by the Coast Guard and delivered to Fishermen's Wharf badly damaged. The owner of the *Westward* was listed as J. E. Morris of Jennings Lodge, Oregon. The *King Philip* was towed into Monterey Bay for repairs by the Red Stack Tow Boat Company who reported there was little danger of the *King Philip* sinking, although her decks were awash, because she was loaded with empty barrels. And the *MacArthur* came into Monterey under tow by the Coast Guard's 83-foot rescue boat. The *MacArthur's* load of sardines was saved, it was reported by her skipper Captain Reider Engel.

Following close on the heels of the *King Philip* mishap came reports that the *Petrina F* had capsized 90 miles south of Monterey. The 13-man crew of the *Petrina F*, including Captain Frank Flores, were taken aboard the *Rosanna*, and the $100,000 purse seiner was taken under tow by the Coast Guard Cutter *Alert*. Attempts to tow the seiner were impossible in the heavy seas, however, and when the tow line parted she slipped into 21 fathoms of water two miles off shore. Diving operations were reported underway from the tug *Kanak*, in efforts to lighten the craft which was still intact. The *Petrina F* carried a $30,000 net aboard, half of which was understood to have been salvaged.

The Dominator:

Back in the Galapagos Island area the storms still raged, and the 110-foot, $375,000 San Diego based tuna clipper *Dominator* turned over and sank. All 14 crew members were taken aboard the Slipper *Sun Voyager* and enroute to Panama. The *Dominator* was owned by

(*Continued on page 21*)



Repeat Performance

Charlie Kaufmann, skipper of the giant clipper, *Scarlet Queen*, came in with another capacity load last month. The little lady on the skipper's knee is Gail, and the young fellow sitting on Mrs. Kaufmann's lap is Charles L.

Marlin Inn

Life and Color

When J. D. Wier negotiated for land (then under water) in the Loma Portal section of the City of San Diego, California, on which to build the *Marlin Inn* sportfishermen's hotel, he was keenly aware of the great need such a spot would fill in that field. Little, however, did Wier realize, then, the Jekyll and Hyde role his establishment was destined to play in the years to come. And, today, five years later, he readily admits that he either overlooked, or greatly underestimated, the tremendous popularity to be accorded this 52-room hostelry on the shores of the Bay by the men who make up San Diego's huge commercial fishing fleet.

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By ROBERT K. LAWSON
Marine Press Staff Writer

FOLLOWING its opening in May of 1948, the Marlin Inn was jam-packed to the roof with rollicking sportfishermen, tourists, and their respective families; with bulging, heaving sides, this spot was a veritable bee-hive of excitement during the summer months. It became (and still is) San Diego headquarters for such celebrities as Jack McElroy, emcee of famous network radio show "Breakfast in Holly"; Tim Holt, star of western movies; Lon Chaney, character-actor, and best-known for his outstanding role in "Of Mice and Men"; the late Earnest Hix, cartoonist of the syndicated newspaper feature "Strange As It Seems"; and many other celebrated Hollywood personalities.

But, in between, came the winters. And the *Marlin Inn* collapsed then, with all the lively gusto of the devaluated peso. The managements tore their collective scalps—and ripped out bobs of hair—but the place remained as quiet as the inside of a cow's head.

The Wier's (Mr. and Mrs.) ran the place that first summer, and there was a rosy halo about their heads; they burst at the seams with cordial hospitality, and the place made money. But the Wier's were not hotel operators, and the Lustig-Levi Associates came along. It looked like a lusty plum to be picked. They took a ten-year lease and went to work with one of the partners, Mike Lustig, at the helm. Lustig was a man of experience, having operated the Sydney Head's Hotel at that spot in Australia for a number of years. It was right up Mike's alley to cater to the sportfishermen. He had entertained Zane Grey on many occasions in Australia.

But winter came, and it flattened Mike's and his Associates enthusiasm with the finality of a cold wintery blast in San Diego. Mike's face fell more than two fathoms. He kept the door open, but the sportfishermen were disinterested. And Mike finally sat down to philosophically await summer; but held his tongue in his lean cheek. Somehow Mike survived the winter; and summer came to *Marlin Inn.*

Coincidently, with it arrived Al Bennett, of the Botsford Hotel; Joe Green, of the Yellow Cab Company; Doctor M. E. Roby, San Diego dentist; and Harold Green, liquor store operator. They looked, and saw; wavered and came back. Finally the lease was transferred to Harold Green and Doctor M. E. Roby; and these two took over the management of the *Marlin Inn,* with Harold Green on the head-ache end of the duo. Meanwhile, the Wier's gazed benevolently upon the transaction; and with the coming of spring this spot took on a semblance of that rosy halo again. Sportfishermen rolled in, and tourists did likewise; all fished, and rolled out again.

But that summer had seen a few commercial fishermen drop into the Clipper Room Bar—and these men stayed! Others came to join their comrades.

Greeters

Manager and Mrs. Harold Green (left), congratulate Mr. and Mrs. William Curtis of Knoxville, Tennessee, recent guests of Jack McElroy's *Breakfast in Hollywood* radio program, on their marriage, which took place several weeks ago. The young couple honeymooned at the Marlin Inn, compliments of Mr. McElroy.

The bell in the Clipper Room Bar rang loud—and long. The walls bulged and buckled with the combined sportfishermen and the commercial men. Then, suddenly, all of the sportfishermen were gone; but the commercial fishermen remained. Doctor Roby and Hal Green had hit the jackpot; and the money showered down. And that summer when the hotel slump was raging throughout the country, and estimated by hotel men to have cut profits by as much as 20 percent, the *Marlin Inn* was doing 20 percent more business than the previous summer season.

All this time the Wier's moved serenely across the kaleidoscopic background. The air of genial, cordial hospitality never wavered through the multitude of vissitudes that touched the place; and the *Marlin Inn* was growing slowly in popularity with others. The kitchen, under the able direction of Tom Kim Lai, produced food that brought down-towners to Loma Portal. The dining-room saw regular luncheons with men of the San Diego City Council there. Other groups moved in, and banquets were held. A large up-stairs room in the front was thrown open for meetings.

THE commercial jig boat owner's association, with John Kelly, president, held all their meetings in the big room up stairs. The three individual sportfishing associations had made use of the room up stairs for regular meetings for two summers. The Southern Council of Conservation Clubs moved

(*Continued on next page*)

in: and many other civic organizations in Point Loma and the Loma Portal sections of the City took advantage of the *Marlin Inn* facilities for their meetings. And the *Marlin Inn* management took on expressions of hearty satisfaction.

The hotel's fifty-two rooms began to fill with commercial fishermen, who had discovered that they could live and eat there reasonably when not out on fishing trips into southern waters. Facilities were expanded to provide a storeroom, and lockers for the fishermen's belongings when they were absent. And the fishermen recognized the advantages of being able to store their possessions in ample lockers in the storeroom, turn in their room keys, and set out for one, two or three months of fishing with the calm assurance they would find a room at the *Marlin Inn* upon their return. When they were gone, other fishermen were rented the rooms, and the situation was ideal for all concerned. Like the fishing banks, the *Marlin Inn* doesn't have room for all of the fishermen; but, on the other hand, it hasn't worked out that all the fishermen ever elected to be in the same place at the same time.

The *Marlin Inn* boasts that it is the only hotel in the City of San Diego situated right on the Bay Front. In addition, it provides a huge, half-city-block parking space at the rear of the hotel for the use of the patrons. Every modern facility and convenience is available within the building. And Harold Green, true to his original vocation, and recognizing with clear perception the wants of many fishermen, has recently installed a liquor store in the lobby.

It has been suggested that the big marlin, mounted in the lobby, occupies a rather incongruous place, and might better be substituted for a giant tuna. And, indeed, it may be that some time a huge tuna will occupy a spot of prominence in the lobby to bring warmth to the hearts of the commercial fishermen of that specie. How ever that may be, the big marlin was donated to the hotel by Mrs. S. Howard Minor, Jr., San Diego fisherwoman, who holds the International Record for marlin taken on light tackle. It is significant that Mrs. Minor has held this record where marlin fishing is concerned since 1941, against all comers the world over. The *Marlin Inn* also guested many celebrated marlin fishermen during the past summer season. One club of note, included several members who fished exclusively with 3-6 tackle.

Probably the most unique feature of the *Marlin Inn* is the Clipper Bar. The bar, itself, is comprised of a whaleboat, of undoubtedly ancient vintage, reputedly dredged from the mud of San Diego Harbor. Its construction with square nails, and hand-forged copper fittings, would testify its age, if the obvious patch-work of the planking—now of white cedar, Douglas fir, and oak were not convincing. The new decking (bat top) is of Central American mahogany. You can have your choice of a stern seat, the bow, or amid-ships while nursing a favorite cocktail or beer.

Presiding over this relic of by-gone-days, on the day shift, is Johnny Mahr, owner of a 26-foot Steelcraft boat himself, and an avid sportfishing enthusiast; and holder of one of the few Complimentary Mexican Fishing Permits in existence. On the side Johnny operates a print shop, as he says, "more for the dough than for the pleasure." He is also an amateur camera fan, and claims an ambition to film in color a complete sequence of the tuna fishing industry. Ask him sometime for a *Double Nasty*, and you'll receive one of the latest concoctions devised by the fishermen; a drink, calculated to give momentary pleasure, and lasting grief. The night shift is presided over by Dick Ritchey, ex-Padre baseball player—and sometimes manager of the *Marlin Inn*, during Green's absence. Dick's hawk-like visage gives the impression that he doesn't miss a bet behind the bar, and you get the impression he is watching for a fly-ball. He has been immoderately described as "short-on-temper," but "long on hospitality."

ANOTHER unusual feature of the *Marlin Inn* is exemplified by the institution of a special pet pen in the corner of the parking lot area. Several guests have cats and dogs, and it is not improbable that the fisherman who possessed such a seeming luxury could arrange for the pet to be taken care of during a prolonged fishing trip. On the other hand, the management doesn't vouch for this, and it may require some measure of personal ingenuity to bring about such an amiable state of affairs. Another intriguing touch is that all late comers and goers are served with free coffee in the lobby from midnight until 9 a. m. The *Marlin Inn* is open on a twenty-four hour basis every day in the week.

But all these things happened in the last two years. And when J. D. Wier first considered building the *Marlin Inn* the calm blue waters of San Diego Bay lapped gently at the shore just about where the Clipper Room Bar stands today. The balance of the property was tidelands. But the City of San Diego needed additional facilities for boats. The jig boat operators were shunted all over the Bay area—and looking for a home. The sportfishing fleet held three rather dubious spots. Two at a somewhat ramshackle pier near the foot of Owens Street, and another at the foot of Broadway, which was rapidly becoming untenable due to the encroachment of the U. S. Navy facilities.

It was at about this time that San Diego was to receive the benefits of a new Harbor Commissioner. And John Bate recognized these urgent needs immediately. The Junior Chamber of Commerce was buzzing with prospects of the First Annual Yellowtail Fishing Derby. J. D. Wier saw these things, also, and recognized the possibilities of a consolidation of the sportfishing fleet in one central location. Big plans were on the drawing boards of the City for huge improvements of the harbor facilities within the area. Wier knew something of the properties that adjoined the tidelands in this section; because he was a building contractor during the War. And with fair haste, he purchased some of those lands, between the water's edge and Rosecrans Boulevard.

The deal became considerably involved, but Wier worried at the bone until all tangible owners could be made to relinquish their titles. One owner had been deported for subversive activities, and a search for relatives was necessary. Eventually, however, the deal was consumated, and Wier wound up with some land both above and below the water level. Subsequent pumping operations were accomplished, and Wier magically possessed, at last, a full city block, high and dry. Today, the *Marlin Inn* stands on as sound a footing as any spot in San Diego, both from the standpoint of its firm concrete foundation to the financial structure of this establishment; which certainly suffered most of the difficulties prevalent in new businesses.

Under consideration and in the 'mill' are plans for enlarging present facilities to include double-decker courts around the parking lot, and the innovation of a swimming pool in the center. The creation of additional dining room space, and still another cocktail bar. Access to all will then be available on the four streets bordering the building. And, it may be that J. D. Wier's own words will do better job of explaining the *Marlin Inn*:

HE says, "She was a de-commissioned U. S. Navy building after the War. I floated it across San Diego Bay, and set it up on the present location. The inside of it resembles a ship; in fact, it does have a boat inside. With the nautical atmosphere, combined with its ready accessibility to the waters of the Bay, this hotel is *Admiral of the Hotel Fleet*, and she is ready to sail into the front echelon of the flotillas."

(This concludes the Mexican fishing series. The last issue ended with the forerunner of the Hector Ferreira sketch. Anyone wishing a complete file of the installments as they appear in *Pan-American Fisherman*, may have them by writing to: Circulation Department, 205 Broadway, Pier Building, San Diego California.)

MEXICO!

Its Men

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FERREIRA, one of the most astute businessmen in Mexico, hit upon three of the catchiest names in commercial fishing jargon for his shrimp output. They were (and are), "Guaymex," "Clearblue" and "Jumbled Jumbo," and are distributed by Rubenstein and Sons, Dallas, Texas. Ferreira also acquired full interest in Pesquera E. Industrializadora de Guaymas, S. A., and C. V., which owns freezer plants in Guaymas, and packs exclusively 12 oz. consumer packages of shrimp.

Ferreira feels that, with the present facilities and developed areas, Mexico's maximum production has been reached and, in the industrial phase, constant effort is being made to improve the handling, packaging, and markets of frozen shrimp. However, there are potential areas on the South Pacific Coast that, when developed, may produce substantial volume.

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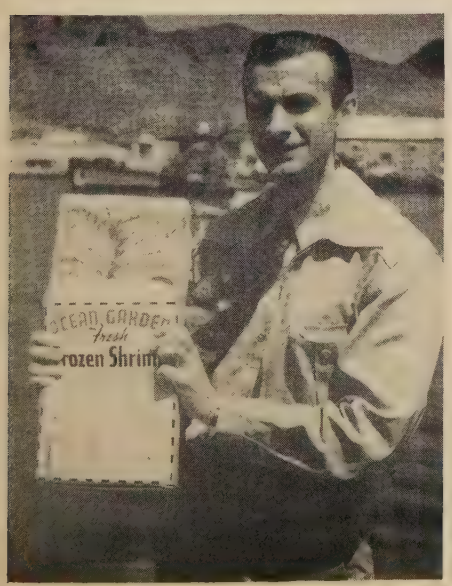
ROBERTO Rivas Cordova is Manager-Director of Pesquera Peninsular at Ensenada, Baja California, Mexico. Forty-three years old, Cordova is five-foot-seven inches tall, weighs 180 pounds, and is known to his business associates and friends as "The Little Rock of Gibraltar." He has four children; three girls and a boy who, with himself and wife, make their home in Ensenada.



Executive

Cayetano Ynigo Seldner, General Manager, Productos Marinos de Guaymas, one of Mexico's most successful commercial fishing figures.

Cordova is a graduate attorney of University of Mexico, Mexico City, graduating in 1935. Following his legal training, he practiced law for a year, and, shortly thereafter, he became connected with Mexico's Department of Economics, which coincides with the American Chamber of Commerce. In the Division of Cooperativa, he held the office of General Director, in charge of organizing and directing workers to build and operate their own businesses. Cordova since has organized the majority of fishing cooperatives on the Pacific Coast of Mexico, in Baja California.

He worked out each of these enterprises to embrace a district, set up, in each case, by the Confederation in Mexico City. These types of cooperativa were production, commodities and service, both personal and private. The experience, needless to say, made it possible for him to expand and operate his present plant, which was set up in July, 1947, in partnership with one of Mexico's keenest business intellects, Francisco A. Morales, Jr. After one year, Cordova allied himself in partnership with General Rodriguez, Mexico's great fishing pioneer.

Cordova's plant originally was designed to handle lobsters; a product which Mexico pours out at around 2,000,000 pounds a year. His plant produces currently about 75 per cent of this, or about 1,500,000 cooked and iced lobsters, which is consumed by the United States. Cordova at present markets this product through San Diego, California, Lobster Association and, this past season, Cordova also has gone in for canned abalone, most of which is shipped to Oriental markets. Most of the plant's lobster output comes from Avreojos, Baja California, and is flown in from the traps by plane. They are cooked immediately upon arrival and, more often than not, are on their way to American markets before the sun goes down on the day they were trapped. Cordova is enthusiastic about the fishing potentialities of his country.

"Fishing in my country," he says, "has barely been touched." He is socially-inclined, being past President of the Ensenada Lions Club, among others.

Pink Gold

A workman of Productos Marinos de Guaymas inspects a load of shrimp.

Presently he also is Vice-President, Chamber of Industries at Tijuana, Baja California, Mexico, and is an out-and-out enthusiast about hunting and fishing.

WARY Hernando De Cima, general manager of the Productos Congelados, Guaymas, remarked "What vacation?" and continued to say that he had been so busy during the past year helping to get the new plant of Empacadero del Gulfo de California, shrimp and tuna cannery, in operation that he has not had time to think of vacations.

Born in Mazatlan 39 years ago, Hernando journeyed to the United States in 1925, settling at San Francisco, where he graduated from George S. Abraham High School, later enrolling in the San Mateo Junior College. At San Mateo, Hernando became quite a track star, winning several medals for his top places (Hernando says he always ran second, but certain cups tell a different story) in various track meets in the 440-yard dash and 100-yard dash.

After completing nearly two years at San Mateo, De Cima dropped out because "his sport wasn't in season" and started to work as a apprentice refrigeration man. He had planned to enter Stanford on graduation from San Mateo, but instead, he entered Heald Engineering College in San Francisco,

(*Continued on next page*)

Fiesta

Fiesta de las Piscas. This event occurs on May 12 through 14, when prizes for the largest first and second marlin catch are presented. The celebration is the largest yearly affair in Guaymas, Sonora, Mexico, attracts hundreds of tourists.

where he attended two years, majoring in refrigeration engineering.

His father once held the main stock in the Mazatlan Power Co., and now acts as executive manager of the firm, which also controls the telephone firm in Mazatlan. Turned romantic in 1942, De Cima married popular Senorita Maria Luisa Cubillas. The family has grown with the coming of Maria Luisa, three, and Beatrice Aline, just one.

The De Cimas reside in a fashionable Spanish home with indirect lighting effect and the constant patio effect of all homes in Guaymas. The home was constructed in 1942, and is of greyish-concrete and brick. Many modern American art effects are used to accentuate the present century of undefinable artistry. Radios are located in the modern General Electric kitchen, the master bedroom, and the study. The study itself, is a home theater. Curtains draped on one wall, when drawn, reveal a silken white plastic screen, and a small sound box. Approximately 20 feet distant is a new Bell and Howell 16 mm projector purchased Christmas, 1948.

The office of Productos Congelados is set off by an artistic stairway beside the wall to the second floor, opening into a large conference room, and the Gerente's office. This is Senor De Cima's place of work seven hours a day.

De Cima, once a tennis star around the San Francisco area, has kept busy so much that he has, apparently, dropped the tennis until later. His favorite Mexican dish is mole, or chicken with pepper sauce. But he emphasizes charcoal steaks even above that as a relish enjoyed many times a year.

"I'm reasonably certain that we are only gouging the top of the shrimp supply today, leaving enough for several years of work. I do know that we have built many pesos' worth of buildings here to care for the shrimp without any plan on the supply, but from all reports, I know we of the shrimp industry have five good years ahead," De Cima stated. De Cima employs seven in the office and nearly 150 in the processing and freezing plant.

•

"IT has long been my belief that the shrimping industry in the port of Guaymas is more of a coming concern than it is a present concern," said Cayetano Ynigo Seldner, "and the banks of the upper reaches of the Golfo de California offer all men of the commercial fishing industry shrimp enough."

Cayetano Ynigo Seldner, born the son of a popular Guaymian insurance commissioner, is not old in the fishing industry. He assumed his present capacity as general manager of Productos Marinos de Guaymas less than two years ago.

Senor Ynigo was educated in Guaymas, and was married to Ana Luisa Peralta in 1940. They are the parents of 5-year old Ana Loudres, Luis Cayetano, four, and Fernando, one. His parents are living in Guaymas.

Cayetano excels in baseball, playing with a local amateur club as shortstop, however he likes sport fishing, tennis, bowling and swimming equally well.

The Seldner home is of the popular Cortez architecture of earlier Mexico, the constant serrated roofs with sunlight aplenty and that certain coziness one looks for but never finds in the homes of California's Palm Springs.

The Productos Marinos headquarters is, perhaps, the most conveniently located structure along the western coast of Mexico for the commercial fishing industry. Located directly on the bay its offices give a commanding view of the entire harbor with the mountains in every direction. Nine are employed in the general offices, including two ladies. In the packing room, 100 women and 50 men prepare shrimp for packing and freezing processes.

Senor Ynigo became very emphatic when asked what his beliefs were on the world's future. "Yes, I believe there will be war. If the Americas do not stop dictatorial Russia we will certainly have world devastation. I hate communism and all it so weakly stands for!" Ynigo said in a formal outburst, during which time he also expressed his ideas that he never has and never will run for political office or take political sides.

Symbolic of the new leaders of Mexico, Senor Ynigo sees that Guaymas must certainly present to the American tourist and business man paved streets, sanitary water systems, and electricity comparable to the average norte americano city of 20,000. He dreams of the day when he will own a fishing fleet and a packing plant, but in the meantime, Cayetano is settled with Productos Marinos.

Comparable to American pastimes, Cayetano attends all the new cinamos, enjoying all kinds of American movies, except the proverbial "westerner" and stars *Duel in the Sun* as perhaps the greatest movie of norte america he has ever seen. Otherwise, Cayetano and Ana spend their evenings reading—after the children are put to bed—popular fiction and non-fiction of the United States. Cayetano's latest book was the story of the Brooklyn Dodgers. He enjoyed it and plans to use many of their practices locally. Does that mean also the throwing of pop bottles?

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REPRESENTING the only ship chandlery in western Mexico open to

(*Continued on page 26*)

Pacific Mackerel
Tagging Experiments

(Part Seven)

(Here is another installment of Pacific Mackerel Tagging Experiments, written by Donald H. Fry, Jr., and Phil Roedel, California Division of Fish and Game. The last issue ended: "Recoveries from the San Quintin lot were most numerous in season one, and disappeared thereafter in steadily diminishing quantities through season five (1944-45.) Back copies of this investigation may be obtained by writing this magazine).

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WHILE the absolute number of tags recovered is far greater than for the Soledad lot, the percentage recovered is much less. Weighted returns total 124.8 and equal 3.2 percent of the total tagged while the 39.0 Soledad returns represent 8.3 percent. The San Quintin lot was exposed to seven full fishing seasons; the Soledad lot to five.

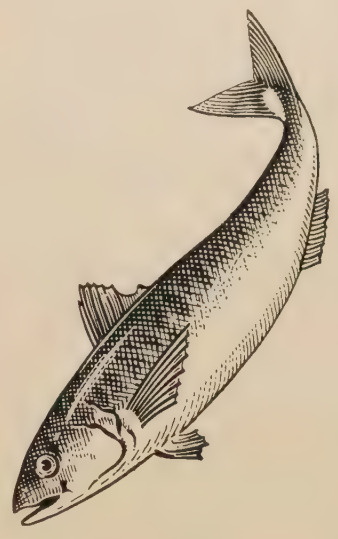
Of the 76 San Quintin tags recovered from all sources in the Los Angeles-Newport Beach are, 49 appeared in October, November and December. The remainder were scattered through the balance of the fishing season. Of the 22 returns from Soledad all but one occurred before January.

With one exception, there were returns from every day's tagging in this area which involved over 150 fish. Recoveries totaled 158 in Southern California and ten in Central California, and demonstrated clearly that Mexican fish from at least as far south as San Roque Bay entered into the Southern California fishery. None of the tags was recovered in the season of release, but a summary of Southern California recoveries from the heavy 1941 tagging shows that some of the fish were present on the fishing grounds throughout most of the ensuing seasons. However, recoveries from the February, 1941, lots showed a concentration in October and November while those released in October, 1941, appeared more heavily in November and December.

All of the Central California recoveries were from fish released in 1941. The ten returns have a weighted value of 12.8, contrasted with 291.5 weighted returns in Southern California from the central section lots. (The four 1946-47 returns in Southern California are not included as weighting factors are not available). The recoveries were scattered widely through the sardine season.

Five of the tags were recovered in season two, three in season one and one each in seasons four and five. Fish released in Southern California waters appeared in Central California preponderantly in season one.

Returns from fish released in the two geographical portions of the central section were of entirely different magnitude. Tagging was accomplished in both areas on three research trips; in each case, returns from the Sebastian Viscaino area were far more numerous. There were 108 returns from the 7,135 Sebastian Viscaino fish but only 57 from the 7,869 released at Thurloe and San Roque Bays. The difference is highly significant when measured by the chi-square test.



As shown Southern California returns from all the lots were heaviest in the first season after tagging. However, the lot of 1,418 fish tagged at Blanca Bay in October, 1941, included a group of about 1,000 young fish ranging from fifteen to twenty centimeters in length, the smallest tagged in the entire program. Maximum returns from this group occurred in the second season. Total recoveries were high in proportion to the number marked; apparently the tagging operation did not cause undue mortality.

The only sizeable day's tagging from which there were no recoveries was a group of 669 fish released at Thurloe Bay in October, 1941. This group forms part of the tag lot of 3,984 individuals which was released in four groups over a three-day period. Total recoveries from the lot were only 21, and the lack of returns from the one group is not statistically significant.

Of the five lots including more than 1,000 fish tagged in central Lower California waters, two (Playa Maria and Thurloe, October, 1941), were represented in the Southern California catch in each of the five seasons to which they were exposed. The Blanca Bay lot, also released in October, 1941, did not reappear in season four. The San Roque lot, out six seasons, appeared in the first four. The Playa Maria lot, tagged at the same time, gave Southern California returns in seasons one and two and again in season six. However, a tag from this lot was recovered in Central California in both seasons three and four. Returns generally decreased from season to season. The 1941 Thurloe lot was an exception, returns dropping from nine in season one to one in season two, while third, fourth and fifth season returns totaled five, three and two.

VERY few of the tag returns can be used to show definite movements within the Southern California fishing area. Both sport and commercial fishermen, especially the former, turned in tags with specific data as to both place and time of capture, but most of these were taken within a few weeks of release and at or near the point of tagging. Cannery recoveries at San Diego demonstrated movement to within twenty-five miles of port, for the local fleet operated within that radius. Returns at Los Angeles Harbor and Newport Beach canneries proved little or nothing because of the widespread area covered by their fleets. These indicate a general dispersion at least throughout those portions of Southern California in which a reasonably heavy sport fishery exists. Sport fishing north of Santa Monica Bay is sporadic and the lack of recoveries in the area is meaningless. The single offshore recovery at Santa Barbara Island resulted from the fortuitous discovery of an external tag by a crew member on a purse seiner, the only return from this source. Almost all of the recoveries shown were of opercular tags except at San Diego canneries. All were recovered within fourteen months and a majority within six months of the date of release. One fish was recaptured in Santa Monica Bay, 21 miles from the point of release off Long Beach, only 20 hours after it was tagged.

Milady

By DOROTHY HARVEY

YO, Ho Ho! (and a bottle of Chablis). No more Harvey Houses for Harvey. From now on I shall lunch with the Latins on luscious longustas. I shall sip their wines and sit out their siestas. I have broken bread with them and from now on I am as they are. For this is a story of left-handed lobsters, cooks that drink turtle blood, and Foo Young Har Ko. It is a tale that will make you rush out to the nearest fish market, and then back to the home stove. From there to the table and from there to a soft chair, to relax and re-consider the wonders of Mexican cookery.

As for the cooking, our friend "Gordito" started the meal off by removing and cracking the claws of three live lobsters. Next he split the lobsters and seasoned them. He melted four tablespoons of butter in a pan and tossed the lobsters in. He let them saute in the butter for about five minutes and then poured in one-half cup of cognac. He ignited the brandy and, after the flames had died down, he put in two chopped shallots, one-half cup of white wine, one-half cup of water and about a dozen or so mushrooms. All this he let cook for half an hour, after which he removed everything from the shells. He put the meat back into the pan and poured just enough of the cooking liquid to cover it. He added half-cup of butter, six chilis, salt, a clove of garlic, an onion and a tablespoon of cream. All this he let cook another five minutes, after he had cut up the meat into squares, about half-an-inch square. This he served in tortillas and it was something to behold.

As far the turtle blood drinking goes, "Gordito" says he uses the blood as the stock in making his famous turtle soup. "Adds that certain something," he says. He said someday he would tell me how to make it and when that day comes, you may be sure I'll pass it along. Funny thing about lobsters. It takes longer to grow a full sized lobster than almost any other kind of fowl or animal we eat. One or two years does fine for chickens, at the most, and a few years is all it takes to raise cattle, and one season is all for veal, or pork. However, it usually takes about ten years for a lobster to reach the size that most people eat. That is, about 1½ to two pounds. Another thing is that the belief that baby lobsters are better eating than old ones just isn't true, according to officials of the California Fish and Game Commission. Also our West Coast lobsters are every bit as good as the big clawed one found in the smaller ocean off the east coast. East coast lobsters are either right handed or left handed. The two claws are not the same. One has little teeth used to chew up the food they eat, and the other has saw-line edges to hang onto rocks. They are not always on the same side, and about 40 percent of the lobsters are left handed. So, mothers, don't make junior eat with his right hand when he doesn't want to. Maybe he'd rather use a fork.

ANOTHER tasty dish using lobster comes from Thailand and is called Foo Young Har Ko. Take a mixing bowl and toss in half a chopped up lobster, 1 tablespoon minced water chestnuts, 2 tablespoons minced bamboo shoots, salt and pepper. Cook this in a frying pan with oil and a clove of garlic. When the mixture starts to cook, add 1½ pound raw and cleaned shrimp and a cup of chicken stock. Let it cook for 10 minutes. Add an egg and cook for another four minutes, stirring continuously. Add a tablespoon of cornstarch and a half cup of water. Cook a couple more minutes and serve over steaming rice.

INCIDENTALLY, this magazine missed a very good boat last month and it dealt with an idea for a cover shot. A friend of mine suggested that the editors have a good artist draw the picture of a baby sardine, diapers and all, following an old bearded tuna to usher in the year, 1950. Maybe it wouldn't have had the appeal that appears on the surface.

PRESS-O-GRAMS

(*Continued from page 7*)

INVENTIONS

Hardly a day goes by without someone coming up with an invention these days. Many of these are crackpot ideas, but, once in a while, a really good idea takes shape. The latest, and perhaps the most startling, appears to have a whale of a punch. It's what is known as a "vacuum propulsion" propeller, and its inventor is 60-year-old Parris Detmore, formerly of Alliance, Nebraska, and, more currently, of Mission Beach, California.

Detmore's creation (which he says is applicable to both air and water), involves a fundamental fault that he discovered in application of power to a propeller. This fault, he says, lies in the loss of efficiency beyond a certain speed of revolution. In marine propellers, at least, it results in formation of a vacuum around the propeller; this is known as "cavitation." This conflict between vacuum and pressure is loss of forward thrust and power. Detmore says his system puts vacuum and pressure to pulling together in a sort of fluid drive action. Greater thrust and efficiency is the result. He has applied for a patent to his innovation, which consists, in the main, in a birdwing-shaped propeller. He got his idea some three years ago while watching an Air Force troop carrier outfit using gliders. The principal idea came when he became curious about the slack in the rope between towing planes and their gliders.

(*Continued on page 18*)

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San Diego Observer

By SEYMOUR FRANCIS

THE 1950 line of Chris-Craft Marine Engines, designed specially for marine use by marine engineers, is currently offered in eight different power units, ranging from 60 to 160 h.p., and they are honeys—all of them. Outstanding in the new line are the various reduction drives, adaptable to single or twin engines. Thus providing an extremely wide range of efficient and powerful installations to minimize operation costs for auxiliary sailboats, work boats, fishing boats, cruisers, runabouts, utility boats and even sea-going motor yachts. Through many years of research and testing by engineers of both boats and marine engines, Chris-Craft features centralized suspension mounts with tension rubber cushions for quiet performance; pre-heated water by exhaust manifold for cooling system, keeping the engine at best operating temperature and insuring good lubrication; non-drip carburetors for safety precautions and precision built throughout by trained mechanics to produce an engine for dependability, economy, ruggedness, longer life, and quiet, top-notch performance throughout the power range.

Price leader in the new line is the 60 h.p., 4 cylinder, Model B. This engine has a cubic inch displacement of 132.7 with a 3¼ by 4-inch bore and stroke. Maximum horsepower is developed at 3200 r.p.m. and total weight in direct drive is 456 pounds. A new reduction drive 3.00:1 has been developed for the 60 h.p. model and offers an economical and powerful combination for installation in larger boats. 2.04:1 reduction drive is also available for this engine. Two new racing engines, the KBL and MBL are also offered. These develop 131 and 158 h.p. respectively at 3800 and 3400 r.p.m. These engines are designed for use in light, fast hulls and offer a maximum of performance to the speed enthusiast. The Model K, 95 h.p. series is of the 6 cylinder, L-head type and features rugged, seven-bearing crankshaft, oil coolers and hand-priming fuel pumps. Also included in this series is a new KL engine developing 105 h.p. at 3200 r.p.m. Both the K and KL are available in standard or opposite rotation and with reduction drives of 1.5:1 or 2.04:1. The 130 h.p., Model M is also a 6 cylinder engine with a cubic inch displacement of 320.4 and 4-inch bore with 4½-inch stroke. Maximum horsepower is developed at 3000 r.p.m. The Model M is available in a long-stroke model, designated as the ML, deevloping 145 h.p. at the same r.p.m. Both models are available with 1.5:1 or 2.03:1 reduction drives and in opposite rotation for twin screw installations. For boat owners requiring extra, heavy-duty power, Chris-Craft offers the 160 h.p., Model W. This engine is a 6 cylinder, L-head type and develops maximum horsepower at 3000 r.p.m. with a 4¼-inch bore and 4¾-inch stroke. The cubic inch displacement is 404.3. Opposite rotation is optional and a reduction drive of 2.54:1 is available.

ALSO of special interest to the boating public is a recent development of the Wallace Aircraft Co., Inc. of Sarasota, Florida. The device known as the Gas Monitor, is a fume detector of fine sensitivity that gives immediate warning of the presence of explosive gases in the bilge. The warning is visual and/or audible depending on the type of unit installed, in fact, the alarm type Monitor may be connected to a blower system for automatic ventilation of the bilge. The materials used are salt water resistant with stainless steel and monel predominating; even the fine double screening used in the detector head is of monel. Connections, wherever possible, are soldered to eliminate sloppy contacts with consequent arcing between wire and post. Briefly the assembly consists of two major parts: The metering assembly, usually mounted on the instrument panel, and the detector unit affixed to the side of the bilge. The two are connected by means of a rubberized cable of standard 15' length.

PRESS-O-GRAMS

(*Continued from page 16*)

PARTIES AND OFFICERS

Tuna Clipper Engineers Lodge 389E, International Association of Machinists, held a Christmas party for the children of its members in conjunction with Machinists Lodge 389 on Sunday, Dec. 18th at 2:00 p. m. J. J. McNamara, whose troupe includes Sharon Melicher, Betty Jo Fredericks, specialty songs, Patsy and Sandy Brumdage, acrobatic dancers; Mary Fitzwater, tap dancer; Joan DeRuz, acrobatic roller skater; Dee Kendall, piano soloist, and Master Eugene Zick, pantomine actor, provided the entertainment. Other festivities included community singing, Santa Claus and goodies for the kiddies.

Meanwhile, the newly organized Lodge held election of officers at their meeting hall, 3911 Pacific Highway, San Diego, California. Those elected were: Hugh G. Maxwell (*Elena*), President; William P. LeCompte (*Ruthie B*) Vice President; Charles E. Whitehurst, Recording Secretary; Harry Justice, Financial Secretary; Patrick Malone (*South Pacific*), Treasurer; Franklin A. Diamond, Conductor; Dennis Morris, Sentinel; O. E. Hitchcock (*Coronado*), Robert J. Hitchock (*Virginia R*) and Archie E. Easley (*Sun Victoria*) Trustees and George R. Baker, Business Representative. Lodge 389E represents the Chief Engineers and Assistant Engineers, sailing out of San Diego and San Pedro, aboard the tuna clippers.

ANOTHER FIRST

We hear the C. J. Hendry Co., 27 Main Street, San Francisco, has been appointed sales agent for the charts and publications of the U. S. Hydrographic office, Coast and Geodetic Survey, and other government bureaus.

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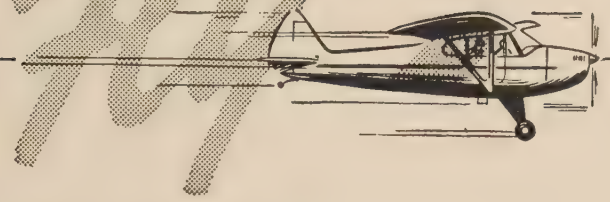

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Golden Gate

By ROBERT K. LAWSON

FROM Europe, from Asia, from Africa and the Americas, they came. Some were neighbors from across the border and other, fellow agriculturists from half way round the world. Some were scholarly university professors, other were suave Government officials, some were technicians and others plain dirt farmers as the down-to-earth representative of the Swiss Farmers Union or the Director General himself a practicing Oregon farmer. They spoke many languages and had many a strange custom, but they found one common denominator in their love of the land and the people who live by the land. Food and agriculture meant something to them as with singleness of purpose they worked on the problems of agriculture from November 21 through December 6, meeting in the Shoreham Hotel, in Washington, D. C. The following brief summary high lights some of the activities.

One major function of the Conference of the Food and Agriculture Organization of the United Nations was an appraisal of the world's food situation. The world at large, the Conference concluded, had regained pre-war levels. But during this time, population had increased 10 percent. The supplies available per person were still below prewar standards. Added to this the composition of the food supply was nutritionally inferior with a lower production of protective foods.

The situation was further complicated by war dislocation of currency and trade in agricultural products. North American production had increased to meet war and post war needs and now instability in currency and world trade barriers threatened to back up agricultural products into a threatened surplus. This was the background of the conference discussions.

The discussion revolved around two main questions: how to increase agricultural efficiency in underdeveloped countries whose food supply was precarious; and, how to keep food moving in world trade in the face of current financial disequilibrium.

The Conference unanimously adopted the technical assistance, Point IV, program initiated through the Economic and Social Council of the United Nations in which FAO got 29 percent of the funds available to the United Nations for this purpose. Steps were taken to get underway immediately. Member nations were urged to survey their situation and develop specific plans to meet their needs, which could be put into operation as soon as funds were available. The resolution set up a budget, made arrangements for coordinating activities both within FAO and with other agencies. It also set up a list of priorities.

"Unless a concerted effort is made to restore trade and payments equilibrium" reads the conference report, "the persistence of present difficulties threatens to reverse the trend toward freedom from want of food."

To consider this emergency, a committee of experts was appointed. They brought to the meeting the International Commodity Clearing House idea. It was soon evident that some features of the plan were unacceptable to most of the nations. Of the 13 nations which talked to this point, only two were completely in favor of it.

The nations were unanimous, however, in their approval and their enthusiasm for ICCH objectives—international cooperation in distribution of agricultural surpluses.

A special committee was appointed to work on the problem. They earned the admiration of all delegates by sticking to the job until they developed a workable plan which was adopted by the full Conference.

Under this plan a special 14-nation committee will be set up under the FAO Council.

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EBB'N FLOW

(*Continued from page 10*)

Alvin Davies, president of Birchfield Boiler Works, and was launched by that yard in 1945. She was a sister ship of the *Lisboa*, all steel hull with wooden super-structure, which was lost in the same waters a little more than a year ago. Davies also owned the *Lisboa*.

Farther north, the San Diego tuna clipper *Sun Valley* weaved a crazy path around Magdalena Bay with two crew members aboard while a raging fire aboard threatened to ignite 7,000 gallons of fuel oil. Other members of the crew were 100 yards away on an expedition for bait when the fire broke out. But the bait boats were no match for the speed of the *Sun Valley*, and the mad race continued. At last, George Uda and Yoshiro Nishimura took a chance and leaped into the water. They were picked up by the bait crew, and simultaneously,, the *Sun Valley* exploded. The skipper of the $70,000 *Sun Valley* was Roy Morinaka of San Diego, and the managing owner was listed as Frank H. Ikada, also of San Diego. The boat fished for Sun Harbor Packing Company. All members of the crew were returned to San Diego aboard the motorship *United Victory*. The *Sun Valley* had been just seven days out of San Diego enroute to southern fishing grounds when the disaster occurred, and no fish were aboard.

SURVIVAL

D. B. Mercado:

In Alaska, 46-year-old fisherman, D. B. Mercado, hiked for more than two hours barefooted over an icy beach in a blinding snow storm after a 40-foot fishing troller capsized in St. James Bay, before he was discovered and delivered to St. Ann's Hospital. His partner, Andrew Haffner, 59, is still missing.

STABILIZATION

The Van Camp Act:

Van Camp Sea Food Co., announced that a guarantee of $310 per ton will continue to be paid for yellowfin through 1950 and that $290 per ton would be paid for skipjack for another 12 months. The Van Camp contingent contains a major portion of the San Diego based tuna clipper fleet.

EMBROGLIO

Beaten Fishermen:

Three Crescent City crab fishermen reportedly were beaten in San Francisco so severely that two of them, Hardy Thompson, 30, and Harold Richcreek, 23, required hospitalization. The third, George Thompson, brother of Hardy,

(*Continued on next page*)

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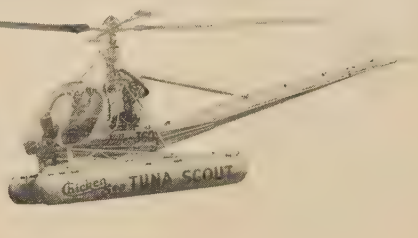

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Terminal Tidings

By JERRY LEE PECHT

ACCORDING to a note on my desk, potential changes in regulations which would benefit the salmon management program on Puget Sound were recommended to the Salmon Conservation league last month by Alvin Anderson, director of fisheries. He also presented recommendations for new legislation, most of it affecting licenses. The regulation changes proposed included the following:

Extension of the commercial fishing season to November 30 to utilize heavy runs of chum or dog salmon. Closure of Puget Sound inside an adjusted initiative 77 line from December 1 to May 1 to sport fishing. This would reduce catches of immature salmon and increase the supply of larger silver and chinook salmon to the fishery during the summer. Establishment of new all-season preserves on Drayton harbor at Blaine; Skagit river, Snohomish river, Agate Pass and Point No Point. This would mean elimination of the Skagit gill net fishery inside the river but would not prevent sports angling in the areas named.

Closure of inside initiative 77 waters to gill net fishing for one week in September during the peak of the early silver salmon migration. Rehabilitation of this heavily depleted early run is one of the main objectives of the department. Adjustment of the Admiralty inlet opening on the odd-year pink salmon cycle in an effort to make it acceptable to both sports and commercial fishing groups. The department also, said Anderson, proposes to delay opening of waters inside the 77 line to purse seine boats a week later than has been the practice. This would aid efforts to increase the early silver salmon escapement. The initiative 77 line runs from Angeles Point to Whidbey island, thence north to the boundary, and encloses inside Puget Sound waters. These are subject to more stringent closures than the outside area. Anderson made the following suggestions for legislation:

Enactment of a strong out-of-state license to aid in holding down the influx of gear entering the Puget Sound fishery for 'cream of the crop' operations; an increase in the present in-state commercial license fee; enactment of sports salmon fees, including personal saltwater licenses, and pole licenses for yachts and resorts. The director reviewed the causes for the decline of Washington state salmon runs and said he regarded power, flood and other storage dams most responsible. Pollution and changes in natural habitat conditions he ranked next in importance, and then overfishing. "Regulations," he said, "are no guarantee that the salmon population will increase unless they are coupled with an action program to improve the habitat and make more of it available. While the runs of Fraser river sockeye, also the Washington pink salmon, are showing an increase despite intensified commercial fishing, the silver and chinook populations have been on the decline. This indicates that the most serious problem affecting them is not the commercial take, but the upstream conditions. In the case of the silvers, these are particularly critical because the species utilizes the smallest streams and spends so much of his life in them. Additional regulation changes are desirable in the interest of sound fish management. It is not the policy of the department, however, to outlaw fishing, but to make more fish available to both the commercial and sports fisherman. The department will continue to increase its emphasis on stream improvement and a correlated program of artificial hatching, rearing and planting of salmon. In this way it hopes to offset, as far as possible, the inroads which civilization has made on the state's great fish resource."

ANDERSON said that he is preparing a detailed plan for presentation to the next legislature. This will outline the stream improvement work and hatchery propagation required to preserve the salmon fishery.

EBB'N FLOW

(*Continued from page 21*)

was owner of the crab boat *Pastime*. According to the men, a gang of more than 40 men erupted from the Congress of Industrial Organizations Fishermen's Union hall, across the street, leaped aboard the vessel when it docked at the Standard Oil pier and ripped away gear and instruments. The fight allegedly grew out of a long standing quarrel between the Union and the fishermen from Crescent City and Eureka to keep crab fishermen from those ports from entering San Francisco.

SARDINE CAPERS

Cormorants:

The unpredictable Pacific Coast sardine cut some capers in December that almost made headline news. In San Diego, Ocean Beach residents awoke to find a huge circle of cormorants, said to be more than 500 feet in diameter, hovering over the waters close to shore. Later the birds flew north packed in close formation. Laurence Huey, curator of birds and mammals at the Natural History Museum, confirmed the popular belief the birds were feeding on a huge school of sardines. Shortly before fishermen from the Monterey area had

(*Continued on page 25*)

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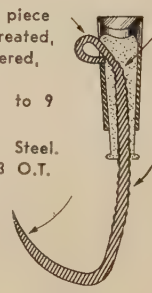
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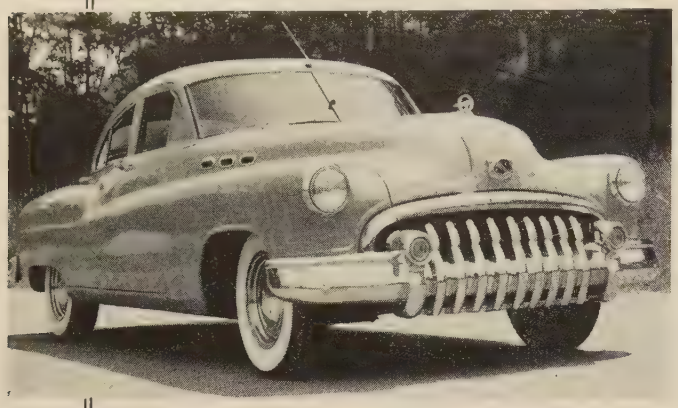

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EBB'N FLOW

(*Continued from page 22*)

reported taking 65 tons of sardines in the daylight. The flurry caused numerous boats to respond to radio reports of the catch and race for the Cypress Point area where the catch was reported by Captain Salvatore Da Vigo, skipper of the purse seiner *Monterey Fisher*. The six boats leaving were turned back by heavy seas, however. Other unusual catches of sardines made in daylight were reported by Horace "Sparky" Anea, skipper of the *Aneas* in 1941 off Fort Ord. Both the *Aneas* and the *California Bear* took some 500 tons, but split their catches with other boats in the vicinity because at the time, all boats were on a fifty-ton limit per vessel. Six years ago, this month, the Monterey fleet made sets in the daylight amounting to several thousand tons between Cypress Point and Big Sur.

ADMINISTRATION

Illegal?:

Reports that fishermen are making illegal sets were widely distributed in the Monterey area and resulted in the subcommittee of the Assembly Fish and Game Committee calling for a hearing on the subject. No date was set for the hearing but it was expected to occur prior to the next meeting of the legislature. Meanwhile testimony before the group by Captain Ellis Berry, Fish and Game official, and H. E. Sandoval, and Ralph Madison of Aptos, had to do with depletion of sport fish from District 15 by commercial bait boats. Sandoval is reported to have claimed the commercial bait boats were taking sardines and sport fish from this district, on the Santa Cruz county shores of Monterey Bay. He said the bait boats were selling to canneries and thus rapidly depleting the fish supply for sport fishermen and vacationers. Speaking in behalf of a boat owner's group, Horace Mercurio, spokesman for the Monterey Purse Seiner Association cited the accusation as "ridiculous" that the purse seiners go into the closed areas. Mercurio was also credited with saying that, "It would be foolish to say that a seiner could lay within the restricted area. Making a set there would surely touch the rock bottom and would lose the skipper a $20,000 net.

"Bait boats may go in there. They can do so legally. Or a boat might lay in there or drift into the ten fathom line. But no skipper of a seiner would go in there to fish on purpose, and since boats are equipped with fathometers it would be unlikely that he could go in there by mistake.

"Few people who are not navigators could possibly judge how far out boats are fishing, and even navigators make mistakes in distinguishing distance at sea. I do not believe that the statements are reliable at all."

COLLECTIONS

Shark Teeth:

The big man-eating shark recently harpooned in Monterey Bay will have a molar extracted for addition to Dr. Maus Purple's collection at Southwestern Museum in Los Angeles, all because his friend, James Cooke, went to bat for the item. Cooke was swamped with 15 or more telephone calls after a brief appeal made in the Monterey Peninsula Herald, and was told he could pick up the tooth at Moss Landing.

PROMOTIONS

R. Starr Farish:

Promotion of R. Starr Farish to the position of sales manager for New England Fish Company, effective January 1st, 1950, has been announced by President and General Manager, Harald Synnestvedt. The New England Fish Company, with headquarters in Seattle, Washington, was established eighty-two years ago and is one of the leading handlers of fresh, frozen and canned seafoods. Canneries are operated in Alaska, British Columbia, Washington and Oregon, producing canned salmon, as well as albacore, tuna and dungeness crab. The firm is now in the process

(*Continued on next page*)

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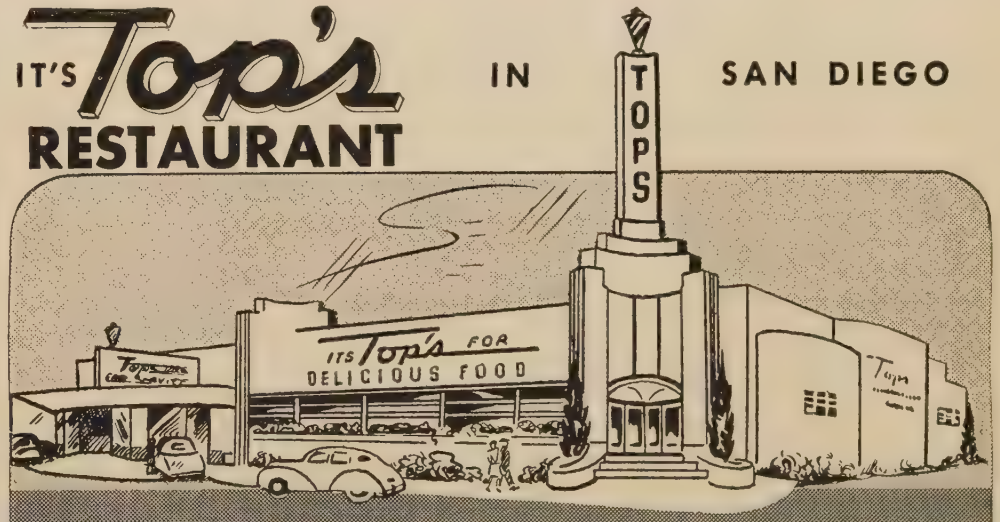

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EBB'N FLOW

(Continued from page 25)

of expanding its line of 1 pound consumer packages of frozen fillets.

W. Earl Wainwright:

W. Earl Wainwright, newly elected president of Tri-State Packers' Association has been promoted by California Packing Corporation to the position of manager of their Eastern Division, effective January 1. His office will continue to be at Swedesboro, N. J. J. Oscar Hunt, who previously held this position, retired on December 31 and will devote most of his time to the management of his farms. Both Wainwright and Hunt were in charge of "Hurff" operations prior to the purchase of that firm by Calpack.

J. J. Reichart:

J. J. Reichart has just joined Caterpillar Tractor Co. at San Leandro as Western News Service representative. Reichart is not a newcomer, nor is he a newcomer to Caterpillar Tractor Co. After a number of years of newspaper work, he joined the News Service of Caterpillar Tractor Co. at Peoria in 1941. In 1943 Reichart joined the U. S. Navy and served there at many points until his discharge in 1945.

MEXICO!

(Continued from page 14)

both commercial and sport fishing, greyish Gabriel Milhe, Jr. assumes the full responsibility of 30 employees and 10,000 in the fishing fleet as general manager of Provedera de Buques of Guaymas.

Milhe, 52, long a wayfarer of the silent Pacific and the Gulf of California, owns several sport fishing boats that are rented on the side. Otherwise, supervising the operation of the south's largest ship supply store, which includes an excellent supply of Oaxaca and Guadaljara silver.

Born in La Paz of seagoing parents, Milhe was sort of born in the business. He graduated from Colegio Guaymense in 1915, staring in the field of architecture. Today, he has planned for immediate construction a new 72-room hotel to be built above the new quarters of the chandlery within the next year.

He married Maria Luisa Moore in 1916 and now spends many weekends in the old home town, La Paz, City of Peace. Other jaunts include San Diego, San Francisco, Denver, and Mexico City. Milhe is a member of Centro Guayamense, a local private club; has been a member of the Rotary Club for ten years.

"I believe the shrimp industry is only in its infancy, with many years to grow before its full height is reached," Milhe stated during a recent interview.

•

PROBABLY no family on the continent has assumed more responsibility among the sea food processors than has the Camillos of San Pedro. Here, in Guaymas, as in San Diego, they are always recognized for their decisions on every problem.

Greyish, active Louis Camillo, San Pedro-born Italian, is the Guaymas representative of the great Camillo family. He assumes the Gerente, or general manager capacity of the Mariscos Congelados del Pacifico firm located in a modern two-story structure facing the ever-commercial Baya Paseo Ovregon.

In San Diego, brother J. J. Camillo is a sea food broker and Frank Camillo is manager of Standard Fish Company. Two others of the Camillo family have sea food businesses in the San Francisco area. Locally, Louis participates in civic affairs with the Lions Club and Centro Guaymense. He resides in a modern Spanish home at Miramar

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Beach, but frequently travels to visit his wife and daughter, who reside in El Cajon, California.

New processing areas have recently been completed to give Mariscos Congelados del Pacifico one of the simpler, less congested working plants of the gulf coast. The processing complement numbers about 65, with loading crews totalling 40. The staff of the general offices number an even dozen.

LOUIS holds his present capacity and just as ably handles the affairs of a California firm buying shark livers because of his partner and constant superintendent, Alfredo Cano, of La Colorado, Sonora, who has been for 20 years a sea food man in the refrigeration field. Cano handles much of the office detail leaving Louis free to represent a San Diego canning firm.

On short jaunts into the high sierras of southern Sonora and the level mesas, Louis brings back bag limit on duck, geese, quail, deer, dove and the incorrigible wild pig. Pastimes are spent in letter writing to a certain El Cajon address, along with daily scanning of the columns of the San Diego *Union* and the Los Angeles *Times*.

•

"Sonora? I have fished its coastline for 20 years and will fish it for twenty more!"

That is Alfredo Cano, superintendent of Mariscos Congelados del Pacifico, and sidekick of Louis Camillo. Alfredo, 40-year-old Mexican from La Colorada, a hamlet once famed for its rich gold deposits, near Magdalena, has been in Guaymas over ten years and watched the shrimp industry grow by leaps, crawls, and turtle paces through the years until the gigantic business in processing has been derived in Guaymas.

Cano graduated from High School in Phoenix, Arizona before entering the Universidad de Guadalajara in 1920.

INDEX TO ADVERTISERS

American Processing Co. 24
Atwell Supply Co. 17
Balboa Oldsmobile 28
Beardsley Funeral Home 18
Bernard's Jewelry 16
Bunnell Photo Supply 20
California Western States Life Insurance 21
Campbell Chevrolet Co. 2
Clark Metalizing 21
Clipper Supply Co., Ltd. 18
Colonial Flowers 26
Cowan, James 27
Cutri Insurance Agency ..... Inside Back Cover
Danforth Anchor 17
Dean Motors 20
De Falco Market Co. 2
Cecil Drake 24
Drake & Bullen 19
El Cortez Pontiac Co. 27
Fisherman's Yard 27
Garwood, E. H. 22
Gibbs Flying Service 19
Golden West Hotel 21
Harbor Boat & Yacht Ct. 1
Keating, Bill 27
Knowles, A. B. Insurance 1
Langhorst Cafe 16
Laux, F. R. 17
Mansell's Marine Engine Exchange 22
Marlin Inn 1
Maryland Hotel 17
Maxwell, Robert D. Co. 24
McInnis Printing Co. 24
Medina-Monise 17
Nat'l Steel & Shipbuilding Corp. ..... Inside Front Cover
Nutall-Styris 20
Naviera y Commercial 26
New England Fish Co. 26
New World Life Insurance Co. 26
Ocean Beach Garage 16
O'Leno, Ross K. 21
Pesquera del Pacifico ..... Outside Back Cover
Pesquera Peninsular ..... Inside Front Cover
Pacific Helicopter 21
Quiggle's Texaco Service 25
Reed, A. O. & Co. 26
S. D. Exterminating Co. 26
Todd Shipyards Corporation 28
Top's 25
Van Camp Sea Food Co. 19
Valle's Restaurant 2
Western Canners' Co. 27
Western Salt Co. 25
Westgate-Sun Harbor 23
Wilton Hotel 20

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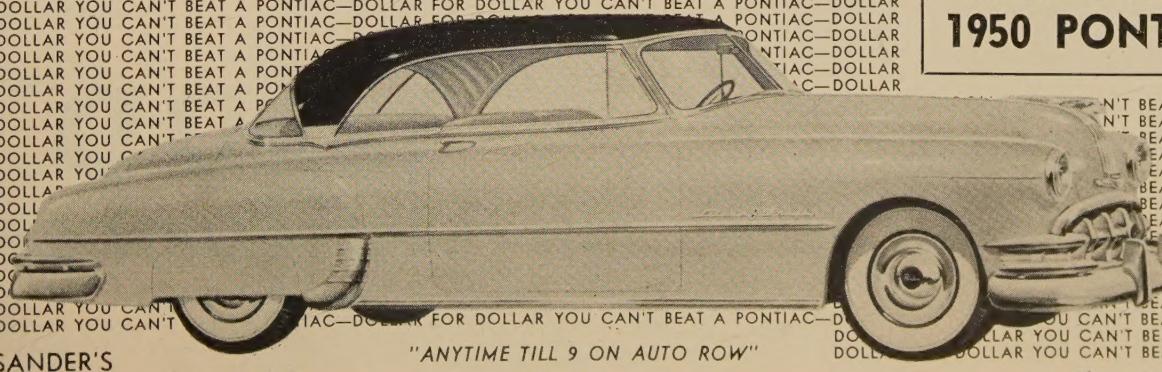
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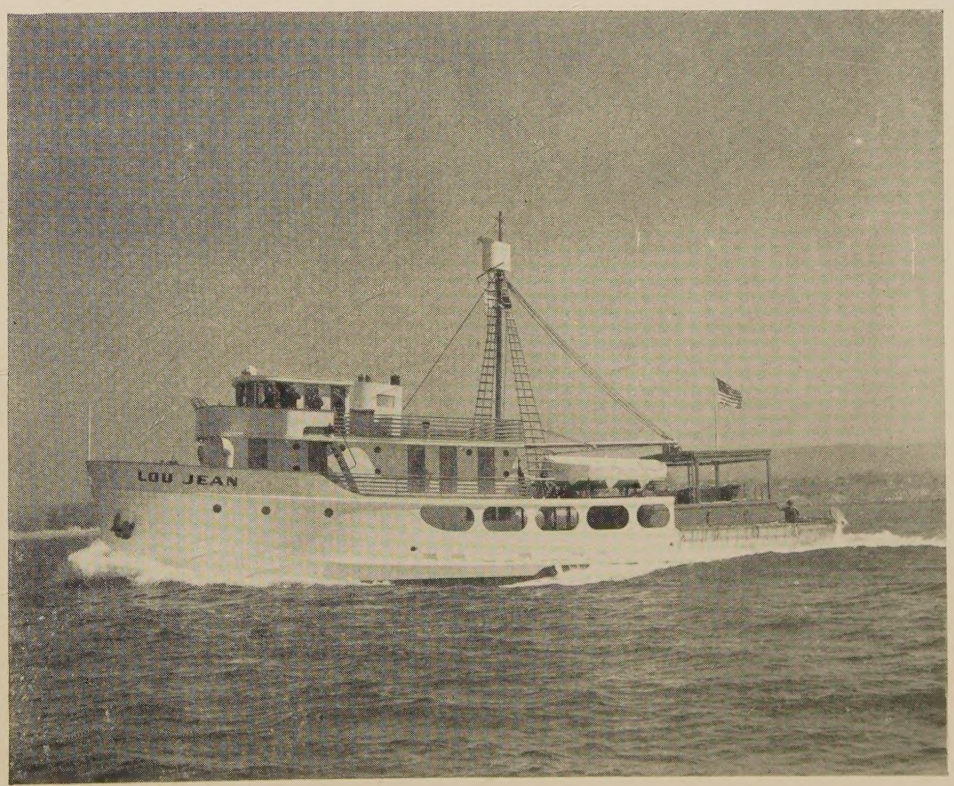

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